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June 15, 1993

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From: Marianne Payne
BART - Extension Planning
P.O. Box 12688
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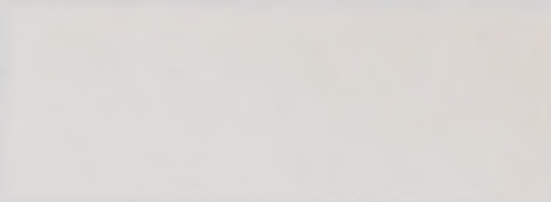
Subject: Notice of Preparation of a Draft Environmental Impact Report;
BART - San Francisco Airport Extension;

The Bay Area Rapid Transit District (BART) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for recirculation for the proposed extension of BART to the vicinity of San Francisco International Airport. An Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) was prepared for the project and released for public review in March, 1992. Following the public comment period, a Locally Preferred Alignment was selected. All previously submitted comments and public testimony in response to the AA/DEIS/DEIR will be addressed in the DEIR for recirculation and Final EIS/EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. A project Scoping Meeting will be held on Thursday July 8, 1993, at 7:30 pm. This meeting will be held at the South San Francisco Conference Center, 255 South Airport Boulevard in South San Francisco. The Scoping Meeting will be preceded by an Open House where additional project information may be obtained.

As you know, responsible or trustee agencies will need to use the EIR prepared by our agency when considering permits or other required approval for the proposed project. If your agency wishes additional information, please contact Joan A. Kugler at (510) 287-4858.

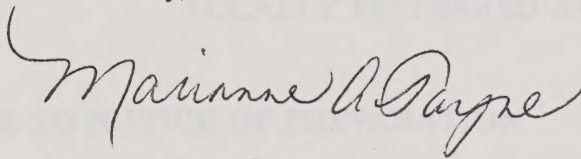
The project description, location, and probable environmental effects are contained in the attached materials. A copy of the Initial Study is attached.



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June 15, 1993

Due to the time limits mandated by State law, your response must be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please send your response to Joan A. Kugler, at the address shown above. We also will need the name of a contact person in your agency.

Sincerely,



Marianne A. Payne
Manager of Extension Planning
Bay Area Rapid Transit

Attachments

I am in the line of business of selling real estate and I am
not certain if I will be able to sell the house to the
buyer. I have not yet received any offers for the house and I
am not sure if I will be able to sell it. I am not sure if I
will be able to sell it. I am not sure if I will be able to
sell it. I am not sure if I will be able to sell it.

Respectfully,
[Signature]

[Signature]

Enclosed is a copy of the
contract for the sale of the
house and the deed to the
house.

Very truly,
[Signature]

JUN 21 1993

UNIVERSITY OF CALIFORNIA

NOTICE OF PREPARATION**DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE
SAN FRANCISCO AIRPORT BART EXTENSION
LOCALLY PREFERRED ALTERNATIVE****RESPONSE TO NOTICE OF PREPARATION**

Written comments, pertinent to the scope and content of the environmental information to be included in the Draft Environmental Impact Report (DEIR) for recirculation, will be received postmarked through July 16, 1993. Comments should be mailed to the Bay Area Rapid Transit District, Attention: Joan A. Kugler, Extension Planning Department, 1000 Broadway, Suite 620, P. O. Box 12688, Oakland, CA 94604-2688.

PURPOSE

This letter and its enclosure constitute a Notice of Preparation (NOP) to initiate preparation of a Draft EIR for recirculation on the proposed extension of BART from Colma to the vicinity of San Francisco International Airport. The Federal Transit Administration (FTA) and Metropolitan Transportation Commission (MTC), in conjunction with BART and the San Mateo County Transit District (SamTrans), prepared an AA/DEIS/DEIR to consider alternatives for an extension of BART service from Colma to the San Francisco International Airport. The AA/DEIS/DEIR was released for public review in March 1992. The SFO Policy Committee, consisting of representatives from MTC, SamTrans, and BART, reviewed the environmental documentation, along with public comments on the document and, at its June 4, 1992 meeting, selected a Locally Preferred Alternative (LPA).

In order to more fully meet the requirements of the California Environmental Quality Act, BART has determined that a Draft EIR for recirculation should be prepared for public review. Comments and testimony received regarding the AA/DEIS/DEIR will be referenced in the preparation of the DEIR for recirculation. The DEIR is intended to be prepared and processed in accordance with the California Environmental Quality Act (CEQA), the State CEQA Guidelines, and the BART Environmental Guidelines. The DEIR will analyze the impacts of the Locally Preferred Alternative (the Proposed Project) and alternatives to the LPA for the San Francisco Airport BART Extension.

BART will be the lead agency in the preparation of the DEIR, in coordination with SamTrans.

PROPOSED PROJECT DESCRIPTION (Alternatives Analysis LPA)

The project as proposed is the Locally Preferred Alternative (LPA) for extending BART from the Colma BART Station presently under construction to San Francisco Airport Intermodal Station, selected at the conclusion of the Alternatives Analysis/Draft Environmental Impact Statement/Draft Environmental Impact Report (AA/DEIS/DEIR) study process. The Proposed Project is a 6.4-mile BART extension in northern San Mateo County from the future Colma BART station tail track to the vicinity of San Francisco International Airport (Figure 1). The Proposed Project includes the following three stations: Hickey Boulevard in South San Francisco; Tanforan at the South San Francisco/San Bruno City limits; and a BART/CalTrain Intermodal Transfer Station west of Highway 101, about one mile west of the airport terminals.

The Proposed Project, as well as Alternatives II, III, IV, and V, as detailed below, would have A and B Subalternatives. In Subalternative A, the CalTrain commuter rail terminus would remain at Fourth and Townsend Streets in San Francisco; in Subalternative B, CalTrain would be extended to Second and Market Streets in downtown San Francisco.

The Proposed Project alignment begins at the future Colma BART Station tailtrack and extends south in subway via the abandoned Southern Pacific Transportation Company (SPTCo) San Bruno branch right-of-way, to a subway station at the proposed extension of Hickey Boulevard in South San Francisco (see Figure 2). The alignment would continue in subway within the SPTCo right-of-way, ascending to an at-grade Tanforan Station at the South San Francisco/San Bruno city limits. South of the station, the alignment would descend to subway, turning east and passing under the CalTrain mainline tracks, and continuing along the north side of I-380. The alignment would then turn south under I-380 and continue in subway along the easterly limit of the City of San Bruno before ascending to the at-grade BART/CalTrain Intermodal Transfer Station west of Highway 101, about one mile west of the airport terminals. An Airport Light Rail System constructed and operated by the Airport, would connect the Intermodal Station with SFO terminals and employment sites.

ALTERNATIVES TO THE PROPOSED PROJECT

Alternative I: No Project

Under the No Project Alternative, there would be no BART extension built and no changes to the transportation facilities in the study corridor beyond those elements that will be in operation or under construction by the time the Draft EIR for recirculation is completed in 1994. Increases in transit capacity and service frequency are assumed consistent with overall population/employment growth.

Alternative II: Transportation Systems Management (TSM)

Alternative II would include currently planned or funded major transportation improvements within the study area including increased CalTrain service, an extension of MUNI Metro to Fourth and Townsend Streets in San Francisco, the repair of earthquake damaged freeway sections and local circulation roadway improvements.

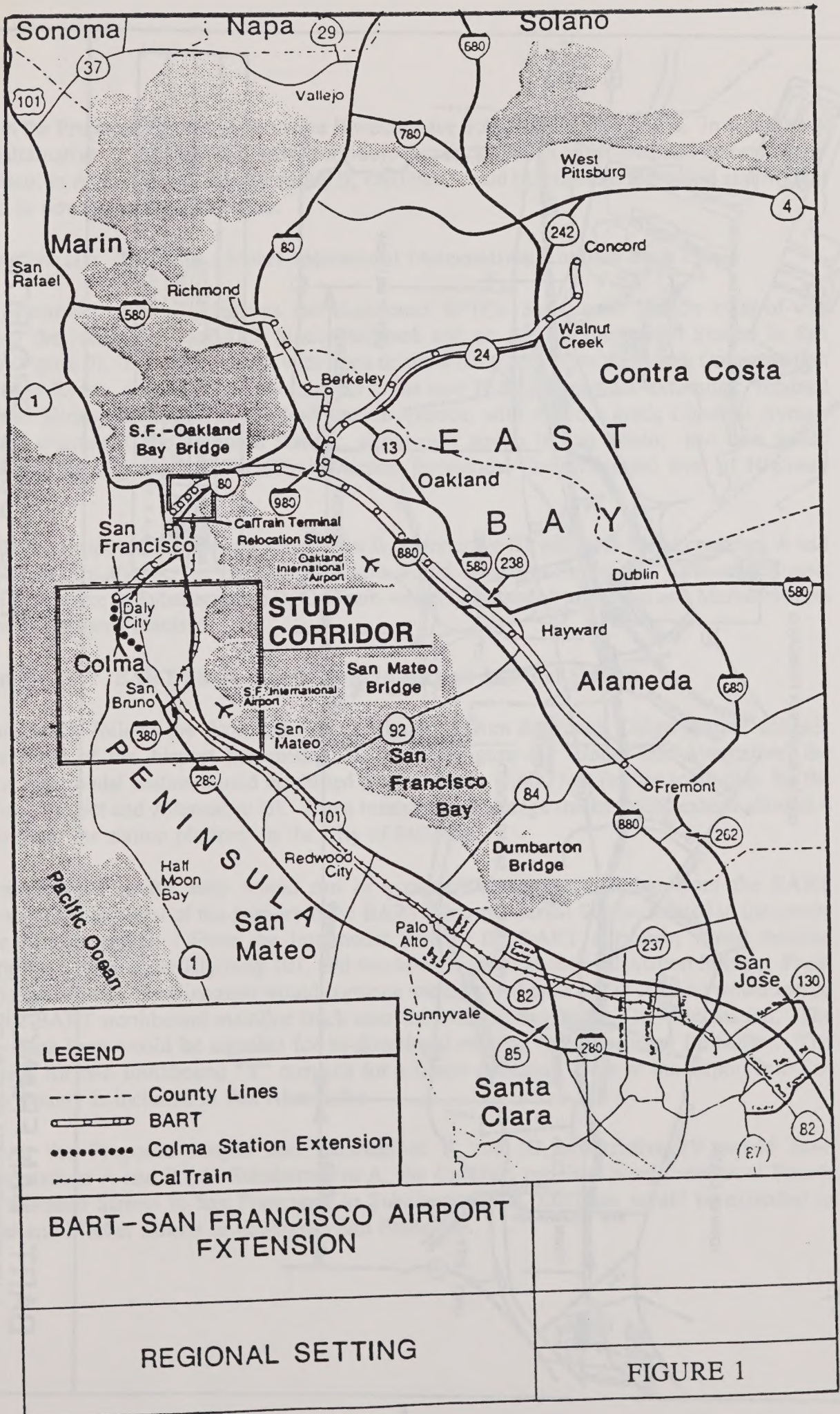
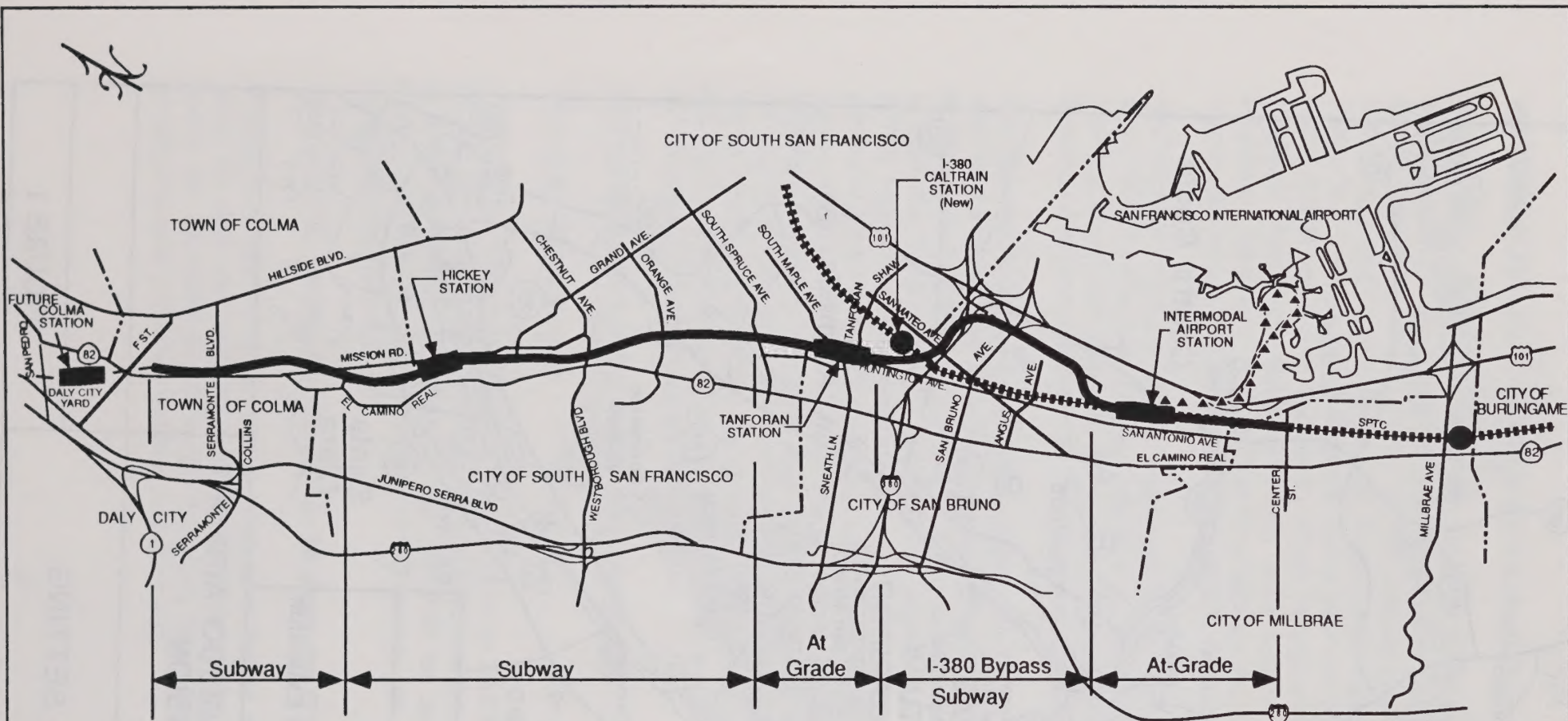


FIGURE 2



KEY	
	BART Tracks and Stations
	CalTrain Tracks and Stations
	Airport Automated Guideway Transit (AGT)

BART - SAN FRANCISCO
AIRPORT EXTENSION
DEIR FOR RECIRCULATION

PROPOSED PROJECT
BART TO AIRPORT INTERMODAL

As with the Proposed Project, Alternative II would have Subalternatives A and B. In Alternative II Subalternative A, the CalTrain terminus would remain at Fourth and Townsend Streets in San Francisco; in Alternative II Subalternative B, CalTrain would be extended to Second and Market Streets in downtown San Francisco.

Alternative III: BART to Airport Intermodal (Alternatives Analysis Base Case)

This Alternative generally follows the abandoned SPTCo San Bruno Branch right-of-way between the future Colma BART Station tailtrack and an Airport Intermodal Station in San Bruno (Figure 3). It would be built with open retained cut tracks from the future Colma Station to Mission Road; at-grade/open retained cut to the new Hickey Boulevard extension; retained cut under Hickey Boulevard to south of Spruce Avenue, with a below grade Chestnut Avenue Station; at-grade to the Tanforan Station; aerial over streets in San Bruno; and then would descend to the at-grade BART/CalTrain Airport Intermodal Station located west of Highway 101.

As with the Proposed Project and Alternative II, Alternative III will have Subalternatives A and B. In Subalternative A, the CalTrain terminus would remain at Fourth and Townsend Streets in San Francisco; in Subalternative B, CalTrain would be extended to Second and Market Streets in downtown San Francisco.

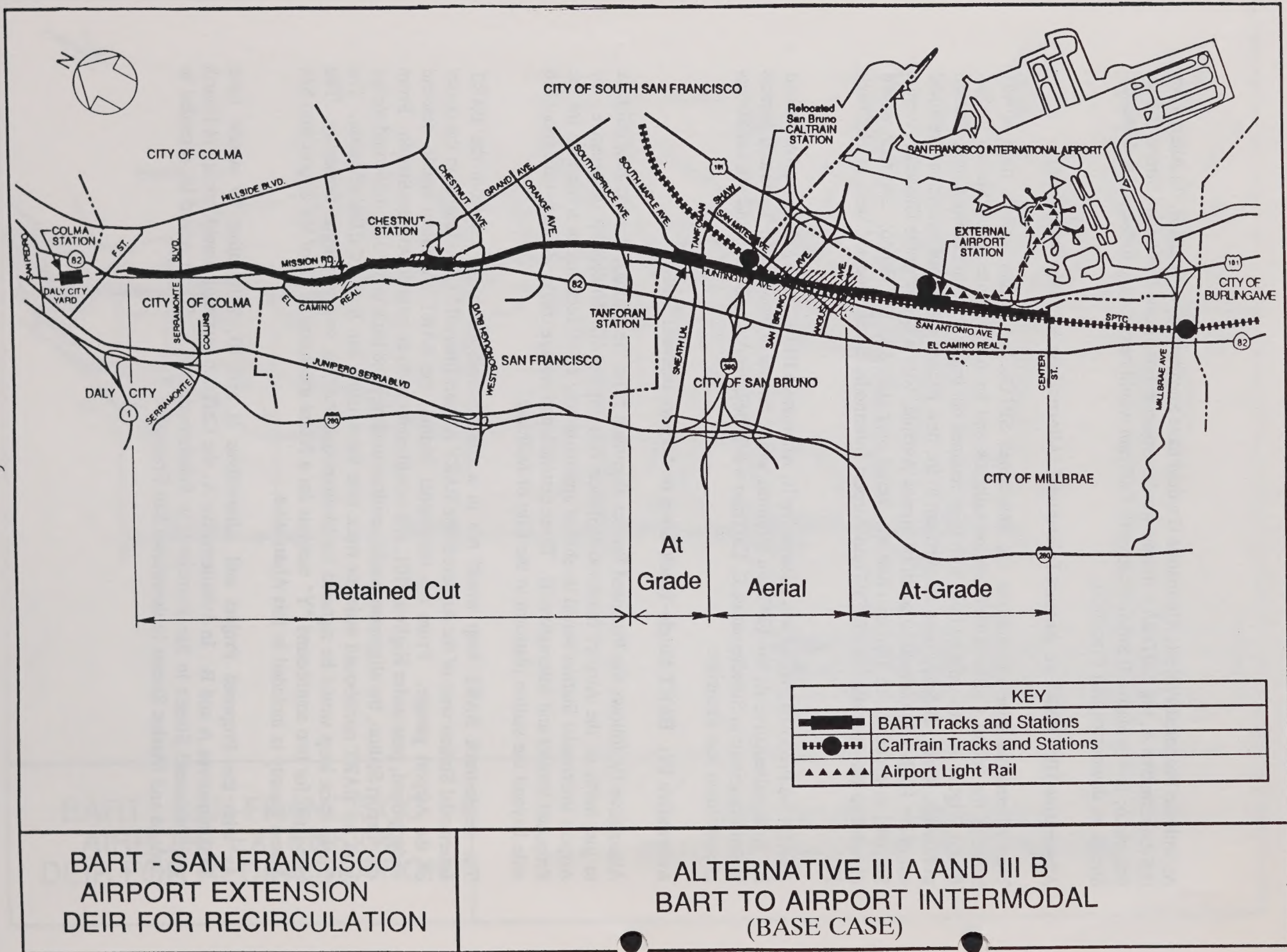
Alternative IV: BART Single-Track Loop to Airport Internal Station

Alternative IV follows the Proposed Project alignment from the future Colma Station tailtrack to just north of the Airport Intermodal Station (see Figure 4). Under this Alternative, the Airport Intermodal Station would be shifted approximately 2,400 feet further south than for the Proposed Project and Alternative III. Three turnback and storage tracks would extend about 0.6 mile beyond the station platform in the City of Millbrae.

The single-track BART loop would run in a counter-clockwise direction from the BART Intermodal Station west of the Airport to the BART Airport Internal Station located in the center of the Airport garage. From the Intermodal Station, the BART alignment would descend underground, pass under Highway 101, and would continue to an internal Airport Station. From the Airport Station, the alignment would continue underground back under 101 and would merge with the BART northbound mainline track near the existing San Bruno CalTrain Station. The single-track loop would be signaled for bi-directional running for operational flexibility. The provision for two southbound "Y" turnouts for a future extension south of the airport into San Mateo County is included in this Alternative.

As with the Proposed Project and Alternatives II and III, Alternative IV would have Subalternatives A and B. In Subalternative A, the CalTrain terminus would remain at Fourth and Townsend Streets in San Francisco; in Subalternative B, CalTrain would be extended to Second and Market Streets in downtown San Francisco.

FIGURE 3





ALTERNATIVE IV A AND IV B BART SINGLE-TRACK LOOP TO AIRPORT INTERNAL STATION

Alternative V: BART Double-Track Spur to Airport Internal Station

Similar to Alternative IV, Alternative V follows the Proposed Project alignment from the future Colma Station tailtrack to just north of the Airport Intermodal Station (see Figure 5). Under this Alternative, the Airport Intermodal Station would also be shifted approximately 2,400 feet further south than for the Proposed Project and Alternative III. Three turnback and storage tracks would extend about 0.6 mile beyond the station platform into the City of Millbrae.

The alignment of the spur would be similar to the first half of the Alternative IV Single-Track Loop alignment to the Airport Internal Station except that it would be built in double track configuration. The provision for southbound "Y" turnouts for a future extension south of the airport into San Mateo County is included in this alternative.

As with the Proposed Project and Alternative II, III and IV, Alternative V would have Subalternatives A and B. In Subalternative A, the CalTrain terminus would remain at Fourth and Townsend Streets in San Francisco; in Subalternative B, CalTrain would be extended to Second and Market Streets in downtown San Francisco.

Design Options

Design Option #1: Colma Retained Cut

Design Option #1 is an open retained cut alignment from the end of the future Colma Station tailtrack to Mission Road adjacent to the cemeteries. This design option applies to the Proposed Project and Alternatives IV and V.

Design Option #2: South San Francisco Retained Cut

Design Option #2 is a combination of open retained cut/at-grade alignment from Mission Road in Colma to Spruce Avenue in South San Francisco. This Design Option includes the below grade Hickey Station and does not include the Chestnut Avenue Station from Alternative III. This design option applies to the Proposed Project, Alternatives III, IV, and V.

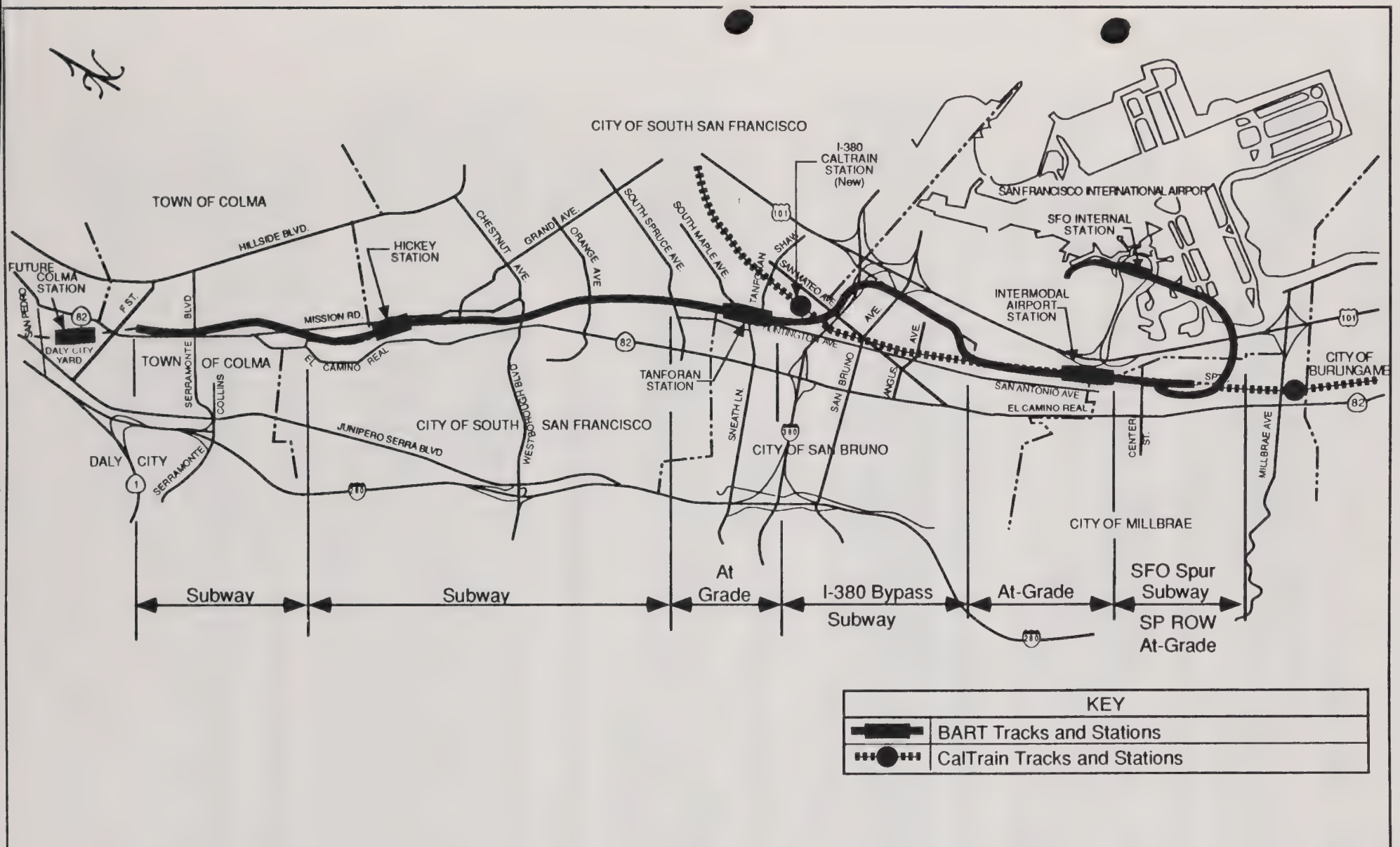
Design Option #3: Additional Tanforan Parking

This Design Option would include examining options for additional parking at the Tanforan Station. The appropriate number of parking spaces for the Station would be determined based upon the results of a detailed evaluation of options for increasing the number of parking spaces beyond the 650 spaces identified in the Proposed Project. This Design Option applies to the Proposed Project and Alternatives III, IV, and V.

Design Option #4: No Tanforan Station

Under this Design Option, there would be no BART station at Tanforan. This Design Option applies to the Proposed Project and Alternatives III, IV, and V.

FIGURE 5



BART - SAN FRANCISCO
AIRPORT EXTENSION
DEIR FOR RECIRCULATION

ALTERNATIVE V A AND V B
BART SPUR TO AIRPORT
INTERNAL STATION

Design Option #5: Airport Intermodal (via I-380) Least Cost

This would be the least cost alignment option in the I-380 corridor from the Tanforan Station to the Airport Intermodal Station and tailtrack, and is to be defined in coordination with the City of San Bruno. This Design Option applies to the Proposed Project and Alternatives IV and V.

Design Option #6: San Bruno Downtown Aerial (SB - A)

South of Tanforan Station, the alignment under this Design Option would rise to an aerial structure within the CalTrain corridor through downtown San Bruno over San Bruno, San Mateo, and Angus Avenues, and then descend to the at-grade Airport Intermodal Station. CalTrain and the cross streets would remain at-grade. This Design Option applies to the Proposed Project and Alternatives IV and V.

Design Option #7: San Bruno Downtown Embankment (SB - E)

Under this Design Option, both BART and CalTrain would be elevated approximately eight feet above ground on an embankment through downtown San Bruno. San Bruno, San Mateo, and Angus Avenues would be lowered approximately 10 feet to cross under the BART/CalTrain embankment. This Design Option applies to the Proposed Project and Alternatives III, IV and V.

Design Option #8: San Bruno Downtown Subway (SB - S)

This Design Option would be a subway tunnel alignment through downtown San Bruno to just north of the Airport Intermodal Station. CalTrain and the cross streets (San Bruno, San Mateo, and Angus Avenues) would remain at-grade. This Design Option applies to the Proposed Project and Alternatives III, IV, and V.

Design Option #9: BART to Internal Airport Station via I-380

Under this Design Option, there would be no Tanforan Station; instead, there would be a BART/CalTrain transfer station. The existing San Bruno CalTrain Station would be relocated north of I-380 near Scott Street. The BART portion of the Intermodal Station would be located in subway, and the CalTrain portion at-grade. From here, the alignment would continue in subway, paralleling I-380 and proceeding under the I-380/101 interchange to a subway United Airlines Station under the Airport long term parking lot, and finally to an Airport Internal Station located beneath the center of the airport garage. Two turnback and storage subway tracks would be constructed south of the Airport.

Design Option #10: Millbrae Access (M - A)

This Design Option would provide Millbrae pedestrian and vehicular access to the San Francisco Airport Intermodal Station. This Design Option applies to Alternatives III, IV, and V.

**INITIAL STUDY
ENVIRONMENTAL EVALUATION CHECKLIST**

I. BACKGROUND

Project Title: BART-San Francisco Airport Extension
Lead Agency: Bay Area Rapid Transit (BART)
1000 Broadway, Suite 620
P.O. Box 12688
Oakland, CA 94604-2688

Prepared By: BART Extension Planning Department
Joan A. Kugler, Planning Manager

Date Submitted: June 16, 1993

II. ENVIRONMENTAL EFFECTS

Please note that because the study and analysis of the Proposed Project, alternatives to the project and design options have not yet been completed, the following discussions are by necessity very general and broad. Detailed identification of environmental effects and potential mitigation measures will be determined and documented in the forthcoming Draft EIR.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
1. <u>EARTH</u> . Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	()	(X)	()
b. Disruptions, displacements, compaction or overcrowding of the soil?	(X)	()	()
c. Change in topography or ground surface relief features?	(X)	()	()
d. The destruction, covering or modification of any unique geologic or physical features?	()	()	(X)
e. Any increase in wind or water erosion of soils, either on or off the site?	()	(X)	()
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	()	(X)	()
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	()	(X)	()

General impacts to geology, soils, and seismicity associated with the proposed project include destabilization of existing soil and slope conditions as a result of construction-related excavation; integrity of BART facilities with respect to seismically induced groundshaking; and design considerations imposed by soil conditions (e.g., expansive soils). All geotechnical hazards associated with the proposed project would be addressed by compliance with existing engineering, design and construction practices and standards.

Construction of the BART extension could require clearing, grading, filling, and excavating of soils, resulting in soil erosion. In order to reduce possible negative impacts, proper grading techniques will be employed.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
2. <u>AIR</u> . Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	()	(X)	()
b. The creation of objectionable odors?	()	()	(X)
c. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	()	()	(X)
d. Expose the project residents to severe air pollution conditions?	()	(X)	()

Construction activity could result in temporary, localized exceedance of the federal PM10 (particulate matter) standard due to emission of exhaust particulates and suspension of dust. Potential impacts would be mitigated by requiring sprinkling of construction sites to reduce particulates; clean up of mud on surface streets; and tarpaulins covering all haul loads.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
3. <u>WATER</u> . Will the proposal result in:			
a. Changes in currents, or the course or direction of water movements, in either marine or fresh waters?	()	(X)	()
b. Changes in absorption rates, drainage patterns or the rate and amount of surface water runoff?	()	(X)	()
c. Alterations to the course or flow of flood waters?	()	(X)	()
d. Change in the amount of surface water in any water body?	()	()	(X)

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	()	(X)	()
f. Alteration of the direction or rate of flow of ground water?	()	(X)	()
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	()	(X)	()
h. Reduction in the amount of water otherwise available for public water supplies?	()	(X)	()
i. Exposure of people or property to water-related hazards such as flooding or tidal waves?	()	(X)	()
j. Significant changes in temperature, flow or chemical content of surface thermal springs?	()	()	(X)

Construction of BART stations, parking facilities and tracks would contribute to increased storm water runoff and associated sediments for Colma Creek, potentially causing increased flood potential and degradation of Colma Creek and Bay water quality. In areas Colma Creek Channel will be modified. In order to reduce possible negative impacts, a construction erosion/sediment control plan would be prepared. San Mateo County Flood Control District conditions for discharge to its drainage facilities would be complied with, as well as provisions of the anticipated County-wide permit to be issued by the Regional Water Quality Control Board requiring adoption of Best Management Practices for control of non-point discharge of urban runoff.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
4. <u>PLANT LIFE</u> . Will the proposal result in:			
a. Change in the diversity of species or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	(X)	()	()
b. Reduction of the numbers of any unique, rare or endangered species of plants?	()	(X)	()
c. Introduction of new species of plants into an area, or result in a barrier to the the normal replenishment of existing species?	()	(X)	()
d. Reduction in acreage of any agricultural crop?	()	()	(X)

Construction of stations, parking, and ramps on the Airport's west-of-Bayshore property would require fill of up to 5 to 15 acres of potential wetland. Canals on the western and northern portion of the area contain water year-round and support freshwater species. The wetland area along the eastern edge usually contain water only during the rainy season and supports more brackish vegetation. A portion of the Locally Preferred Alternative would be constructed by cut-and-cover through wetlands in the northern portion of the area east of the Belle Air neighborhood. Also, the Hickey Boulevard Station site could displace less than one-half acre of wetland vegetation. Federal and State requirements regarding wetland fill would be met before project implementation. A habitat restoration plan for endangered species will be prepared.

In addition to impacts to wetland vegetation, a number of existing trees would need to be removed for construction of the extension. These trees consist primarily of urban landscape trees. Loss of mature vegetation would be mitigated through new landscaping at station areas and along the alignment, as appropriate.

Yes Maybe No

5. ANIMAL LIFE. Will the proposal result in:

- | | | | |
|---|-----|-----|-----|
| a. Change in the diversity of species or numbers of any species of animals (birds, land animals including reptiles, fish, and shellfish, benthic organisms or insects)? | () | (X) | () |
| b. Reduction of the numbers of any unique, rare or endangered species of animals? | () | (X) | () |
| c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? | () | (X) | () |
| d. Deterioration of existing fish or wildlife habitat? | (X) | () | () |

The wetlands areas on Airport land west of Highway 101 are prime habitat for populations of the San Francisco garter snake (a federal endangered species); the California red-legged frog (a federal candidate species); and the San Francisco forktailed damselfly (a federal candidate species). Up to 15 acres of endangered species habitat could be displaced by construction of station and related facilities. Habitat disruption could lead to direct or incidental loss of these species of concern. The work conducted for the AA/DEIS/DEIR included preparation of a Habitat Restoration Plan that details how restoration could be accomplished.

Yes Maybe No

6. NOISE. Will the proposal result in:

- | | | | |
|--|-----|-----|-----|
| a. Increases in existing noise levels? | (X) | () | () |
| b. Exposures of people to severe noise levels? | () | (X) | () |

The study corridor contains a number of noise- and vibration-sensitive receptors, including residences, schools, cemeteries, a church, and a hospital, that would be adversely affected by wayside, airborne noise and/or groundborne noise and vibration. Noise levels from the operation of BART along the Proposed Project alignment could impact sensitive receptors; mitigation to reduce all airborne noise impacts to less than significant levels will be with the best available technology.

Groundborne noise and vibration would affect about 128 receptors under the Proposed Project. In these areas, appropriate vibration reduction techniques will be used, including resiliently supported tie trackbed, floating slab trackbed, combined with noise absorbing wall materials on retained cut walls, or other equivalent noise and/or vibration reduction measures that would reduce groundborne vibration impacts to acceptable levels.

Noise levels generated by buses entering the Hickey Station would exceed FTA noise criteria at two nearby residences.

All Build alternatives would result in temporary construction noise and vibration impacts. These could be mitigated by adherence to noise limits written into construction documents, as well as site-specific mitigation measures such as temporary noise barriers; limitations on hours of activity; and establishing truck and machinery routes to construction sites that avoid sensitive receptors.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
7. <u>LIGHT AND GLARE</u> . Will the proposal:			
a. Produce new light or glare from street lights or other sources?	(X)	()	()
b. Reduce access to sunlight of adjacent properties due to shade and shadow.	()	(X)	()

On-site lighting at proposed BART stations could increase levels of light and/or glare in adjacent properties. These increased levels of light and glare could be mitigated through the use of low sodium lighting and through the careful placement of lighting fixtures to minimize the possibility of light shining directly into surrounding residences or other structures.

Construction of aerial BART structures as well as sound walls could reduce the access to sunlight of adjacent properties due to shade and shadow.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
8. <u>LAND USE</u> . Will the proposal result in a substantial alteration of the present or planned land use of an area?	()	(X)	()

Potential inconsistencies with general plan policies and zoning ordinances of several communities along the proposed corridor, particularly in Colma and South San Francisco, have been avoided by proposing subway design options. In South San Francisco, the alignment passes through three residential zoning districts in which transportation facilities are not included. BART storage tracks would be located on land that is currently designated as open space in Millbrae's General Plan. The BART District is exempt,

designated as open space in Millbrae's General Plan. The BART District is exempt, pursuant to California Government Code sections 53090 et seq., from the requirement that a local agency comply with city and county building and zoning ordinances.

Because proximity to transit is an advantage for residents of an area and businesses, there is potential to stimulate commercial and residential real estate value and development around rail station areas. In developed areas, growth is possible if local government increase allowable densities in the immediate vicinity.

Construction would temporarily disrupt established vehicular and pedestrian circulation patterns and restrict access to certain businesses along the study corridor. Construction activities would be staged so as to maintain at least one lane of traffic in each direction to the extent feasible or provide alternative routing of traffic. Where access to commercial businesses would be severely blocked after construction, provisions of the Uniform Relocation Assistance Act would be invoked.

Corridor neighborhoods could experience elevated noise levels; possible on-street parking at new stations; localized traffic congestion; and a resultant cumulative perception of fragmentation and/or isolation. During construction, neighborhoods could experience increased traffic, noise, dust, and visual changes.

Yes Maybe No

9. NATURAL RESOURCES. Will the proposal result in:

- | | | | |
|--|-----|-----|-----|
| a. Increase in the rate of use of any natural resources? | () | () | (X) |
| b. Substantial depletion of any non-renewable resources? | () | () | (X) |

Construction and operation of the proposed BART extension would require the use of natural resources such as construction materials, water, and energy. This increased use is not expected to tax available supplies, nor should it substantially deplete any non-renewable resources. Energy would be conserved by shifting modes of transportation away from automobiles to mass transit, a more energy-efficient means of transportation.

Yes Maybe No

10. RISK OF UPSET. Does the proposal involve:

- | | | | |
|--|-----|-----|-----|
| a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions? | () | (X) | () |
| b. Possible interference with an emergency response plan or an emergency evacuation plan? | () | (X) | () |

Construction of the Proposed Project or alternatives could result in the upset of existing subsurface soil and water contamination. To mitigate this potential impact, a soils and groundwater Sampling Plan would be prepared, based upon historical industrial uses, known hazardous substance release sites, and available preliminary environmental assessments.

The response times of emergency vehicles could be increased in and around construction sites. Fire department access would be maintained to all buildings and fire hydrants in the area of construction. BART would inform emergency service providers of the location, nature, and duration of construction activities so that alternative routes could be chosen.

Emergency response procedures for BART are contained in the San Francisco BART District's Emergency Response Plan, and would apply to any project built by BART.

Yes Maybe No

11. POPULATION. Will the proposal result in:

- | | | | |
|---|-----|-----|-----|
| a. The relocation of any persons because of the effects upon housing, commercial, or industrial facilities? | (X) | () | () |
| b. Significantly change the distribution, density or growth rate of the human population of an area? | () | () | (X) |

The Proposed Project would result in the displacement of up to 35 residential units and 11 businesses. Construction of the Proposed Project in and of itself would not add to the population of the cities through which it would travel. Permanent jobs would be created for the operation, maintenance and administration of project components; indirect employment would be created by the consumption of goods and services by the additional workers; and short-term construction employment would be created. In 2010, direct and indirect operations employment generated by the Proposed Project would total up to 1,280 more than the No-Build alternative. The number of employees necessary for direct and indirect employment should be available from the regional employment base, although some employees may be attracted from other areas.

Yes Maybe No

12. Housing. Will the proposal:

- | | | | |
|--|-----|-----|-----|
| a. Affect existing housing or create a demand for additional housing? | (X) | () | () |
| b. Result in significant demolition, relocation or remodeling of residential, commercial, or industrial or other facilities? | (X) | () | () |

The Proposed Project would result in the displacement of up to 35 residential units and up to 11 businesses. Other alternatives could have a greater or lesser impact. The mitigation required by law for property acquisition and resultant displacements is prescribed by the Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act. BART

and/or SamTrans would implement their existing relocation assistance program to minimize the financial impacts of residential and nonresidential displacement by providing moving and related eligible expenses as required by law for successful relocation.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
13. <u>Transportation/Circulation.</u> Will the proposal result in:			
a. Generation of substantial additional vehicular movement?	(X)	()	()
b. Significant effects on existing parking facilities or demand for new parking?	(X)	()	()
c. Impact upon existing transportation systems?	(X)	()	()
d. Alterations to present patterns of circulation or movement of people and/or goods?	(X)	()	()
e. Alterations to waterborne, rail or air traffic?	(X)	()	()
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	()	(X)	()

Although the Proposed Project would result in a reduction in the projected growth of corridor highway travel, there would be localized increases in station access traffic in the vicinity of all proposed station sites. The cumulative impact of station access traffic on neighborhood streets and key street intersections in the vicinity of the proposed stations would be addressed by design or operation improvements.

The Proposed Project would generate new parking demand at proposed rail station sites. Parking structures should be designed to allow additional levels to be constructed as demand grows. Also, local parking restrictions could be instituted in neighborhoods and at the Tanforan Shopping Center, as needed.

Vehicles may drop off air passengers on San Antonio to use the SFO Intermodal Station automated people mover to the terminals. In order to avoid this impact, a fare collection system that discourages this activity would be implemented, or access to the station from the west side would be closed off. Also, SFO air passengers may park in nearby BART parking lots, along other BART lines, or at CalTrain stations to avoid Airport parking fees. This would reduce BART parking for transit users. Measures to address this could include disallowing overnight parking; instituting a monitoring system whereby BART users must validate their parking inside the paid area; and validated or permit parking.

Pedestrian crossing of the BART alignment would be impeded at various locations during and after construction. Pedestrian crossing facilities would need to be provided at identified locations.

Utilization of the Southern Pacific Transportation Company (SPTCO) San Bruno Branch right-of-way by BART may preclude construction of a planned bicycle path within that ROW, and would preclude rail freight service from operating along it.

14. Public Services. Will the proposal have a significant effect upon or result in a need for new or altered governmental services in any of the following areas:

- | | | | |
|--|-----|-----|-----|
| a. Fire protection? | () | (X) | () |
| b. Police protection? | () | (X) | () |
| c. Schools? | () | (X) | () |
| d. Parks or other recreational facilities? | () | (X) | () |
| e. Maintenance of public facilities including roads? | () | (X) | () |
| f. Other government services? | () | (X) | () |

The Proposed Project and Build alternatives would increase the demand on BART and local police services, due mostly to additional station activity. Although security and law enforcement on trains and in station areas would be the responsibility of BART transit police, local jurisdictions may be called upon to lend support in emergency situations.

Construction and operational noise could impact existing schools along the proposed alignment. Sound walls would be provided where the increase in sound levels to sensitive receptors would warrant.

- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| 15. <u>Energy</u> . Will the proposal result in: | | | |
| a. Use of substantial amounts of fuel or energy? | () | (X) | () |
| b. Substantial increase in demand upon existing sources of energy or require the development of new sources of energy? | () | () | (X) |

Energy would be consumed to operate mass transit stations and power mass transit vehicles. Energy would be conserved by shifting modes of transportation away from automobiles to mass transit, a more energy-efficient means of transportation. Energy impacts related to project construction would require a one-time energy expenditure; this energy consumption would be recovered through the energy conserved by the shift to mass transportation. The Proposed Project would have no adverse effect on the region's projected energy supply.

- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|--|------------|--------------|-----------|
| 16. <u>UTILITIES</u> . Will the proposal result in a need for new systems or substantial alterations to the following utilities: | | | |
| a. Power or natural gas? | () | (X) | () |
| b. Communications systems? | () | () | (X) |

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
c. Water?	()	()	(X)
d. Sewer and septic tanks?	()	()	(X)
e. Storm water drainage?	()	(X)	()
f. Solid waste disposal?	()	()	(X)

The operation and maintenance of the proposed BART extension would require the use of public utilities, including water, electricity, sewer and storm drain hookups, and solid waste disposal. Substantial alterations or additions to these utilities is not expected to be necessary.

Recently, concern has been raised about the effects of electro-magnetic fields. Location of electrical facilities near sensitive receptors will be examined.

Localized shutoff of some utilities may occur on a temporary basis during construction. Occupants of affected buildings would be notified in advance of the time and duration of any shutoff.

Various drainage channels and pipelines are located along the length of the proposed BART extension. Storm drain channels and pipelines that cross the alignment would have to be replaced or rerouted where they conflict with the proposed rail line, designed with a carrying capacity equal to that of existing facilities, or equal to the capacity defined by the design requirement of the County Flood Control District and by local jurisdictions.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
17. <u>HUMAN HEALTH</u> . Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	()	(X)	()
b. Exposure of people to potential health hazards?	()	(X)	()

Construction activity could expose workers and the public to subsurface soil and water contamination. To mitigate these potential impacts, a soils and groundwater Sampling Plan would be prepared, based upon historical industrial uses, known hazardous substance release sites, and available preliminary environmental assessments.

Pollutants entering storm drains through runoff could increase due to the BART car washing facility proposed at the end of the tail tracks in San Bruno/Millbrae. This facility would be designed in compliance with applicable regulations of the RWQCB and would include features to filter toxic wastes and minimize the amount of contaminants released directly to the storm drains.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
18. <u>AESTHETICS</u> . Will the proposal result in:			
a. The obstruction of any scenic vista or view open to the public?	()	(X)	()
b. Will the proposal result in the creation of an aesthetically offensive site open to public view?	()	(X)	()
c. The destruction of a stand of trees, a rock outcropping or other locally recognized desirable aesthetic natural feature?	()	(X)	()
d. Any negative aesthetic effect?	()	(X)	()

Although the proposed BART extension would change the visual landscape of the study corridor, no major view corridors or major vistas would be adversely affected. BART tracks, fences, and station areas would be visible to different degrees along the corridor depending on the vertical alignment options. Stations could become visual focal points for surrounding communities.

The visual quality for the transit riders would vary depending on the vertical profile of the alignment. When at-grade, transit riders would experience natural light and views of the surrounding landscape, aspects of visual quality not possible in subway conditions.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
19. <u>RECREATION</u> . Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	()	(X)	()

The Proposed Project would have the following impacts on parks along the alignment: increased noise levels and reduced pedestrian access to Orange Memorial Park and Bayshore Circle Parks; temporary construction impacts at Herman Tot Lot, Seventh and Walnut Park, and Seventh and Pine Park; increased noise levels at Lomita Tot Lot; and increased noise levels and visual effects at Marino Vista Park.

	<u>Yes</u>	<u>Maybe</u>	<u>No</u>
20. <u>CULTURAL RESOURCES</u> .			
a. Will the proposal result in the alteration of or the destruction of prehistoric or historic archaeological site?	()	(X)	()
b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure or object?	()	(X)	()
c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	()	()	(X)
d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	()	()	(X)

The Proposed Project could impact prehistoric archaeological site CA-SMa-299, located in the railroad right-of-way in the South San Francisco/San Bruno study area, as a result of ground excavation, driving heavy construction vehicles over the site, or storing construction equipment and materials. Where archaeological deposits cannot be preserved through avoidance or capping, data recovery through excavation is the recommended mitigation. Excavations would be done by qualified professionals, who would consult with the local Native American community. Construction of the Proposed Project could also disturb previously unrecorded archaeological sites. If archaeologic resources are discovered during construction, work in the general vicinity of the find would be halted and a qualified archaeologist consulted.

No historic properties would be displaced by constructing the Proposed Project. It could, however, result in direct and indirect impacts to the Holy Cross Cemetery Office Building, a former train station. Because this structure is within a few feet of the project right-of-way, the facade could be inadvertently damaged during construction. In addition, future use of the building could be affected by increased vibration and noise levels. A permanent protective wall sufficient in height and width to protect and screen the structure from the project area would be needed. In addition, a culvert near Spruce Avenue in South San Francisco has been identified. This structure was built in 1863 under the SPTCO railroad tracks.

Yes Maybe No

21. MANDATORY FINDINGS OF SIGNIFICANCE.

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

(X) () ()

- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)

() () (X)

- c. Does the project have impacts which are individually limited but cumulatively considerable? (A project may impact on two or more separate resources where the impact of each resource is relatively small but where the effect of the total of those impacts on the environment is significant.)

(X) () ()

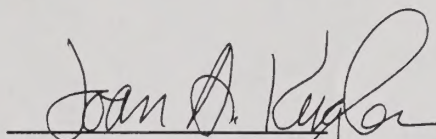
- | | <u>Yes</u> | <u>Maybe</u> | <u>No</u> |
|---|------------|--------------|-----------|
| d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | () | (X) | () |

The potential for incremental increases associated with construction of the Proposed Project and/or alternatives to the project in various environmental categories, as discussed above, may create cumulative effects that could be viewed as significant. Therefore, an Environmental Impact Report will be prepared.

III. DETERMINATION

On the basis of the above initial evaluation, I find the proposed project MAY have a significant effect on the environment, and an Environmental Impact Report will be prepared.

Date: 6/14/93


Joan A. Kugler
Planning Manager



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